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SOURCE Avtomobil', No 2, 1950.RSFSR INTRODUCES NEW TRUCK FREIGHT RATES

A. Shul'man

In the automobile establishments of the Ministry of Automobile Transport RSFSR the cost of freight hauling has been reduced considerably. In spite of the change in retail prices which went into effect 1 January 1949, the cost of one ton-kilometer has reached the 1948 level, and the rates for truck freight carrying introduced 1 January 1949 guaranteed the automobile enterprises profitable operations.

In connection with the reduction in the cost of freight hauling during 1949 and the new retail prices introduced 1 January 1950 on equipment, spare parts, and materials, the Council of Ministers RSFSR confirmed and put into effect 1 January 1950 new single rates on automobile freight hauling, and also partially changed the rules for applying the rates.

The single rates provide for the reduction of the existing rates by an average of 18 percent, with the existing rates on carrying over distances up to 50 kilometers being reduced for all classes of freight by 16 percent, and the rates for carrying over distances more than 50 kilometers being reduced 20-25 percent. A reduction in rates is also produced by abolishing the additional special increase for carrying freight in foreign-make automobiles. According to the single rate in force before 1 January 1950 on automobile freight carrying, enterprises and organizations whose freight was carried in foreign-make automobiles had to pay 20 percent more for each ton-kilometer than the corresponding rate for domestically produced automobiles having the same capacity.

In the new rates the payment for the use of trucks by the kilometer and by the hour has also been reduced. Since payment calculated by the ton-kilometer promotes the best utilization of transport facilities, and payment derived from calculations by the hour or the kilometer should be used only as an exception, the new rates provide for a reduction of the existing rates established for the use of trucks by the hour or the kilometer of an average of 15 percent.

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The considerable changes in the structure of the automobile inventory of the country, in particular the increased output of large-capacity trucks, and the necessity of increasing the economic interest of enterprises and organizations in freight carrying in trucks with trailers are reflected in the new rates, which establish that for carrying freight in trucks with a capacity of 7 tons or more, the rate per ton-kilometer shall be reduced by 20 percent in comparison with the rates for automobiles with a capacity of over 4 tons. At the same time, it is provided that in carrying freight in automobile trains (trucks with one or more trailers) the freight rate per ton-kilometer shall be lowered 20 percent if the automobile train has one trailer, 25 percent if it has two trailers, and 30 percent if it has three trailers, against the corresponding rate for carrying freight in a truck operating without a trailer.

Increasing the coefficient of utilization of the distance traveled of automobiles and reducing the layovers in loading and unloading operations are important for the further increase in the volume of truck freight hauling. If all automobile establishments of the Ministry of Automobile Transport RSFSR were to increase the useful distance traveled loaded of each automobile by only 2 percent during 1950, it would be possible to carry an additional million tons of freight with practically the same material expenditures.

With the aim of reducing layovers in loading and unloading operations, the new rates provide that clients be given a reduction in the total sum charged for carrying freight of from 10 to 14 kopecks for each minute of reduction of layover, depending on the capacity of the trucks and automobile trains.

The charges introduced in the rules for applying the single rates encourage the further improvement in the utilization of the automobile park and the reduction of empty runs by increasing the interest of clients in shipping on return runs. The rules establish that in cases where enterprises and organizations guarantee the loading of automobile transport on the return trips, the payment for carrying freight on the return trip is reduced by 40 percent for each completed return trip loaded, as against a reduction of 30 percent given by the rules previously in force. The reduction indicated is applicable if the extra distance traveled by truck to pick up the freight for the return trip does not exceed 15 percent of the distance the freight is to be carried on the return trip.

The rules also provide for a reduction in the amount of additional payment to be made for freight hauling during the period in spring and fall when roads become poor, and make more precise the method of collecting this additional payment. During the "roadless" period in spring and fall, which causes a reduction in the carrying capacity of automobiles, the kray and oblast executive committees and the Councils of Ministers of the autonomous republics will have the right to increase the rates for truck transport of freight in rural localities by up to 20 percent.

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